

Gas

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The West Coast switches to a more expensive fuel blend in summer to fight pollution but oil analysts have blamed the price spike on the BP refinery outage and maintenance work at several California refineries.

Cantwell referenced the BP fire in her letter, noting it took a significant amount of refining capacity offline.

“But that shutdown alone should not have resulted in the lowest gasoline inventory levels in history unless other West Coast refiners failed to undertake actions that could have made up for the supply shortages resulting from the Cherry Point acci-

dent,” she said. “The reasons why six other West Coast refineries simultaneously reduced operations are not well-documented.”

She asked the commission to use its regulatory authority to “ensure that Washington state consumers are not subject to any manipulative or deceptive device or con-

trivance’ that could be resulting in unjustifiably high gasoline prices.”

She also directed the FTC to the McCullough Research report, which she said “questions whether today’s historically low gasoline inventories were really just the inevitable result of the BP refinery fire and unfortunately timed refinery maintenance shutdowns.”

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Arena

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group. The amount of public support would be \$200 million if an NBA and NHL franchise moved here.

Seattle Mayor Mike McGinn and King County Executive Dow Constantine are backing the plan, saying that bringing the sports franchises would create jobs and as well as the private investment Hansen’s group promises.

The traffic study found that events at the arena would not coincide with regular port container terminal operations because most would be in the evening, while one of the main gates at the port wraps up operation around 4:30 p.m.

The study also found that event traffic would be on 1st Avenue and roads to the

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— Dave Gering, executive director of Manufacturing Industrial Council of Seattle

east while the “majority of Port of Seattle operations are west of 1st Avenue S — Port of Seattle operations are effectively separated from event traffic.”

But detractors of the arena proposal say the study overlooks some key factors,

including that traffic on event days currently housed at Safeco and CenturyLink begins around 3 p.m. and that trucks leaving the port terminals don’t hit the road until about 5 p.m.

Also troubling for Dave Gering — execu-

tive director of Manufacturing Industrial Council of Seattle — is the thought of developing an industrial district into a more retail and entertainment focused area.

“The arena developer has been amazingly candid...This is not just about an arena. This is about changing Sodo,” Gering said. “A new land use pattern in Sodo not only is posing a threat to the cargo sector, it will have enormous public costs for the sidewalks that aren’t there, the drainage that isn’t there.”

Developing the area, they argued, would increase speculative value of the land, which may force business owners reliant on cheaper land to leave.

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